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REPORT NO.

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CLASSIFICATION **CONFIDENTIAL/SECURITY INFORMATION**

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5. It was required that each locomotive be sent into the shop for inspection and 50X1 major overhaul every 32,000 kilometers. The locomotive engineer was always ready to abide by this regulation because he got a month's vacation while his locomotive was being repaired. Also, the engineer was solely responsible for any injury to the locomotive after the 32,000 kilometers and before the inspection. On the average, locomotives travelled 32,000 kilometers in 30 days although I remember that once every month or two a locomotive would come in with only 21 days time.
6. The turntable in the round house was turned by hand. In one section of the roundhouse a large crane was used to lift boilers off locomotives. The shops were heated by steam and movable coal stoves. In the wintertime it was so cold that the men carried coal 50X1 stoves around with them while they were working.
- 50X1 7. [] there was a major repair shop for locomotives somewhere in Bryansk. []
50X1 [] there were always five or six locomotives in this shop for major repairs and that the average time for repair was one month. About 30 to 35 men were employed in this shop.
8. I never heard of a locomotive being junked. If by cannibalization and servicing with machine shop facilities in Bryansk the locomotive could not be made servicable, it was returned to the factory. There were three lathes working 24 hours per day in the Bryansk repair shop. There was little damage to the service shops at the time of the German attack. As the Soviets retreated from the German attack everything movable in the service shop was moved and sent to the Urals. The Germans brought equipment to Orel from Bryansk. When the Germans retreated from Orel they loaded everything movable in trains, including the workers. When we were about three kilometers away from the service shop we looked back and saw big explosions but I have no idea how much damage was done.

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